U.S. Department
of Homeland Security

United States
Coast Guard

LOCAL NOTICE TO MARINERS

OCTOBER MONTHLY EDITION

NOTICE NUMBER 40/04
October 5, 2004

NIS watchstander, 24 hours a day at (703) 313-5900

** INTERNET ADDRESS **
http://www.navcen.uscg.gov/lnm/d14/

ISSUED BY: Commander (oan)
Fourteenth Coast Guard District
300 Ala Moana Boulevard, 9-236
Honolulu, HI 96850-4982
Telephone: (808) 541-2316 Nights: (808) 541-2450 Fax: (808) 541-2309
Email: D14LNM@d14.uscg.mil

Navigation information having been of immediate concern to the mariner, and promulgated by the following broadcasts, has been incorporated in this notice when still significant:

⇒ CCGD14 (D14) BNM's: 270-04 to 272-04

⇒ COGARD MARIANAS SECTION (MARSEC) BNM's: 220-04

NOTES: (1) Unless otherwise indicated, missing and destroyed structures are presumed to be in the immediate vicinity. Mariners should proceed with caution.
(2) The Local Notice to Mariners is published in its entirety once a month. The monthly edition should be retained as a reference for subsequently issued weekly supplements. The weekly supplements will be published in intervening weeks and will contain only new information with the exception of DISCREPANCIES-DISCREPANCIES CORRECTED section that is an accurate list maintained each week.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 2004 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawai'i (36th Edition).

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

SECTION I – SPECIAL NOTICES

This section contains information of special concern to the mariner.

HI ISLANDS – COAST GUARD SECTOR REORGANIZATION
Effective July 12, 2004 Coast Guard Group Honolulu and Coast Guard Marine Safety Office Honolulu merged to create Coast Guard Sector Honolulu. These internal organizational changes were incorporated to better meet operational demands and increase customer focus. Updates to this merge will be published in future LNM's.

HI ISLANDS – HAWAII – WAILOA RIVER SHOAL MARKER
An information mark with the words "DANGER" and "SHOAL" surrounded by an open diamond indicating a "danger" area and a flashing white light has been placed in the area of shoaling at the mouth of Wailoa River, Hilo Harbor, Hawai'i, in the following position: 19-43-24N 155-04-15W. Mariners are advised to use caution when transiting the area.

HI ISLANDS - NORTH OF OAHU
The University of Hawai'i has established research lighted buoy "A" in position: 22-45-54N 158-05-48W, approximately 60 NM North of O'ahu. The buoy hull is yellow with a yellow tower and a flashing 4 second yellow light.

HI ISLANDS - NORTH OF OAHU
The University of Hawai'i has established research lighted buoy "B" in position: 22-46-00.120N 157-53-53.880W, approximately 63 NM North of Oahu. The buoy hull is yellow with a white tower and a flashing 4 second yellow light.

HI ISLANDS - OAHU - KANEOHE BAY
A 10ft x 50ft net has been reported on the reef in position: 21-28.4N 157-49.4W, approximately 600 yards East of Kaneohe Bay Channel Light 14. Mariners are advised to use caution when transiting the area.

HI ISLANDS – OAHU – MAUNALUA BAY – SHOALING
Shoaling has been reported in Maunalua Bay in the vicinity of Maunalua Bay Daybeacon 1A (LLNR-28935) and Maunalua Bay Daybeacon 2 (LLNR-28940). All mariners are urged to use caution while transiting the area.

HI ISLANDS – OAHU – OBSTRUCTIONS
Obstructions may be at or near the surface of the water within the security zone surrounding the Tesoro Single Point and the Chevron Conventional Buoy Moorings bound by the following coordinates: 21-16-25.8N, 158-6-01.8W; thence Northeast to 21-17-21.0N, 158-03-57.0W; thence Southeast to 21-16-28.2N, 158-03-30.0W; thence Southwest to 21-15-31.8N, 158-05-33.6W; thence North to the beginning point.

MARIANA ISLANDS - GUAM - APRA INNER HARBOR - DREDGING
Dredging operations are being conducted in the vicinity of Romeo wharf in Inner Apra Harbor from June 02, 2004 until December 31, 2004. A red buoy will mark the outer limit of dredging. All mariners are advised to exercise caution and create no wake while transiting this area.

SECTION II – DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

Abbreviations normally used in the Local Notice to Mariners

BNM – Broadcast Notice to Mariners
LNM – Local Notice to Mariners
IMPCHA – Improper Characteristics
TUB – Temporary Unlighted Buoy
TLT – Temporary Light
REDINT – Reduced Intensity
OFF STA – Off Station
TRLB – Temporarily Replaced by Lighted Buoy
TRUB – Temporarily Replaced by Unlighted Buoy
TLB – Temporary Lighted Buoy
TDBN – Temporary Daybeacon
INOP – Inoperative
EXT – Extinguished

Shaded text denotes new discrepancy since last LNM.

DISCREPANCIES: Federal Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNM Reference
28477	Lahaina Boat Basin Lighted Buoy 2	EXT	19348	272-04	40/04
30790	Apra Inner Harbor Approach Range Front Light	REDINT	81054	180-04	35/04
30811	Agat Harbor Entrance Lighted Buoy AG	MISSING	81048	165-04	34/04
30855	Tanapag Harbor Approach Lighted Buoy T	EXT	81076	218-04	39/04
30919	Ushi Point Light	MISSING DAYBOARD	81067	173-04	34/04
30940	Tinian Harbor Channel Light 5	LEANING	81071	171-04	34/04

DISCREPANCIES: Private Aids:

LLNR	Name of Aid	Status	Chart Affected (Largest Scale)	BNM Reference	LNM Reference
28006.5	NOAA Data Lighted Buoy PICO	MISSING	19340	228-04	36/04
28090	Reeds Bay Rock Daybeacon A	IMPCHA	19324		39/04
28095	Reeds Bay Rock Daybeacon B	IMPCHA/LEANING	19324		39/04
28225	Puako Small Boat Harbor Buoy 1	MISSING	19330	243-04	35/04
28245	Puako Small Boat Harbor Buoy 5	MISSING	19330	244-04	35/04
28265	Puako Small Boat Harbor Buoy 9	MISSING	19330	245-04	35/04
28490	Lahaina Boat Basin Lighted Buoy 5	REDINT	19348	273-04	40/04
28791.2	Kaneohe Bay Yacht Club Race Buoy B	MISSING	19359		37/04
28791.4	Kaneohe Bay Yacht Club Race Buoy D	MISSING	19359		37/04
28791.5	Kaneohe Bay Yacht Club Race Buoy E	MISSING	19359	213-04	30/04
30811.3	Agat Small Boat Harbor Light 3	MISSING DAYBOARD	81048	101-04	26/04
30811.4	Agat Small Boat Harbor Light 4	MISSING DAYBOARD	81048	102-04	26/04
30811.6	Agat Small Boat Harbor Daybeacon 6	MISSING DAYBOARD	81048	103-04	26/04
30815	Mamaon Channel Lighted Buoy 1	MISSING	81048	104-04	26/04

DISCREPANCIES CORRECTED: Federal Aids: (None)

DISCREPANCIES CORRECTED: Private Aids: (None)

SECTION III – TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to aids to navigation for this edition. When charted aids are temporarily relocated for dredging testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES: (None)

TEMPORARY CHANGES CORRECTED: (None)

SECTION V – ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc.

(None)

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the district office unless otherwise noted (see page 1 for address).

(None)

SECTION VII – GENERAL

This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas.

DEPARTMENT OF HOMELAND SECURITY- REPORTS OF SUSPICIOUS ACTIVITIES

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to their local Federal Bureau of Investigation (FBI) Joint Terrorism Task Force (JTTF) office, http://www.fbi.gov/contact/fo/fo.htm, or to other appropriate authorities. Individuals can contact the DHS watch and warning unit at (202) 323-3205, toll free at 1-(888) 585-9078, or by e-mail to nipc.watch@fbi.gov. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the National Response Center (NRC) at 1-(800) 424-8802.

NATIONAL OCEAN SERVICE - CHARTS / PUBLICATIONS – DATES OF LATEST EDITIONS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated July 1, 2004, published by the National Ocean Service, is available for issue. It may be obtained free by mail from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, 6303 Ivy Lane, Suite 400, Greenbelt MD, 20770-1479, by telephone at 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed. Much of this information may also be obtained online at: http://chartmaker.ncd.noaa.gov/mcd/dole.htm.

INTERFERENCE TO GPS RECEIVERS FROM CONSUMER ELECTRONICS-GRADE ACTIVE VHF/UHF MARINE TELEVISION ANTENNAS

The U.S. Coast Guard and Federal Communications Commission have ascertained that certain powered VHF/UHF marine television antennas are causing operational degradation in the performance of GPS receivers. This degradation in performance or interference may be realized as a display of inaccurate position information or a complete loss of GPS receiver acquisition and tracking ability. The interference interactions have been reported up to 2000 feet from the interference source. This interference has been associated, in some instances, with temperature extremes or proximity to a television broadcast site.

If you are experiencing recurring outages or degradation of your GPS receiver, these may be caused by one of these antennas on your vessel or nearby. If you have a powered VHF/UHF antenna aboard your vessel, you should perform an on-off test of your TV antenna. If turning off the power to the antenna results in improvement in the GPS receiver performance, the antenna may be the source of interference in the GPS band. In that case, you should contact the manufacturer of the antenna and identify the symptoms. If the test is not positive and the GPS interference persists, you should contact the Coast Guard Navigation Information Service at 703-313-5900, by email: nisws@navcen.uscg.mil, or through the website at http://www.navcen.uscg.gov

HAWAI'IAN ISLANDS DGPS STATUS

To obtain status updates of the Differential GPS broadcast sites at Pahoa, Upolu Point, and Kokole Point, HI, contact the NAVCEN WEST watch stander at (707) 765-7612.

EPIRB REGISTRATION VIA THE MARINE SAFETY OFFICE HONOLULU WEB PAGE

If you have Internet access, the Coast Guard offers a quick and convenient way to register your 406 MHz EPIRB. Log on to Marine Safety Office Honolulu's Web Page at http://www.uscg.mil/d14/units/msohono/, and locate the EPIRB registration form section under the Commercial Vessel Safety Heading.

PRIVATE AIDS TO NAVIGATION

Private Aids to Navigation include lighted structures and day beacons, lighted and unlighted buoys, RACON's and fog signals. Almost half of the aids to navigation established in the Fourteenth District are operated and maintained by private interests. These interests include private citizens, marina and yacht clubs, municipal and state governments, construction and dredging companies, research and non-profit organizations, beachfront associations, and large industrial concerns.

Private aids on navigable waters are regulated by the federal government and require either a Coast Guard permit or Coast Guard letter of no objection. The application for a permit, form CG-2554, can be obtained by writing or faxing the Private ATON Manager at the address and phone number given below. Likewise, form CG-2554 is the means of applying for a letter of no objection.

Non-commercial, single-boat mooring buoys do not require a Coast Guard permit, provided they do not cause more than a minimal adverse effect on navigation and display the standard markings. The same is true of most information and regulatory marks, such as swim buoys, no-wake buoys, and racecourse buoys. For these, a Coast Guard letter of no objection is required. Owners contemplating establishing such buoys should also contact their state authority, usually the Department of Land and Natural Resources, to determine what additional state and local requirements may exist.

The Private ATON Manager provides applicants assistance in processing their paperwork. Federal regulations governing aids to navigation, copies of permits previously issued to the applicant, illustrations of standard markings, and lists of commercial ATON manufacturers are available. Questions and requests should be directed to:

Commander (oan)
Fourteenth Coast Guard District
300 Ala Moana Boulevard, 9-236
Honolulu, HI 96850-4982
Tel: (808) 541-2317 Fax: (808) 541-2309

Owners are reminded of their responsibility for the proper operation and maintenance of their private aids to navigation. When owners receive discrepancy reports from the Coast Guard, they are obligated to take immediate action to correct the discrepancy. Mariners are reminded that they have a responsibility to report discrepant private aids to the nearest Coast Guard unit. All aids to navigation in the Fourteenth District, both private and federally maintained, are user monitored. The failure of a mariner to report a discrepant aid to navigation may result in casualties to others. The Coast Guard issues Broadcast Notice to Mariners for reported discrepancies that remain in effect until the discrepancy is corrected or is published in the Local Notice to Mariners.

FISH AGGREGATING DEVICE (FAD) BUOY INFORMATION AND DISCREPANCIES

Mariners requesting up to date information concerning Hawai'ian Islands FAD Buoys, or reports of discrepancies, may either visit the Hawai'i FAD web site at http://www.hawaii.edu/HIMB/FADS/, contact Mr. Warren Cortez at (808) 848-2939, or send written correspondence to:

Mr. Warren Cortez
Hawai'i Institute of Marine Biology
Fish Aggregating Devices Program
1 Sand Island Road
Honolulu, HI 96819

Mariners requesting information concerning American Samoa Fish Aggregating Device (FAD) Buoys, or reports of discrepancies, may contact Mr. Pobio Gaisoa at 011 (684) 633-4456 or by fax at 011 (684) 633-5944.

NAVIGATION INTERNET SITES

Chart Corrections.	http://critcorr.ncd.noaa.gov/
Light List Corrections	http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgll_list.html
Coast Pilot Corrections	http://nauticalcharts.noaa.gov/nsd/cpdownload.htm
NOAA Weather Buoy Sites	http://www.ndbc.noaa.gov/Maps/rmd.shtml
Hawai'i Weather	http://www.nws.noaa.gov/pr/hnl/index.shtml

(For NOAA Print-on-Demand (POD) charts only)

NOAA and its partner, OceanGrafix, have completed the pilot project for Up-to-Date POD nautical charts. These charts are updated by NOAA each week for the latest NIMA, Coast Guard, and Canadian Notices to Mariners, and for all unpublished critical safety items known to NOAA. OceanGrafix prints charts from these up-to-date digital files. Chart New Editions are available as POD charts 5-8 weeks before their release as a traditional NOAA chart. The box in the lower left corner of each POD chart states the "Additional Corrections Through" to which that chart is updated beyond the corrections done at new edition release time. These POD charts are available through POD chart agents at http://OceanGrafix.com/, 1-877-56CHART, susanw@oceangrafix.com, or contact NOAA at http://NauticalCharts.gov. For questions contact NOAA at help@nauticalcharts.gov

SECTION VII – GENERAL
(Cont.)

HAWAI'IAN ISLANDS – KAHO'OLAWE ISLAND RESERVE COMMISSION – NOTICE OF OPEN WATERS SCHEDULE

January	03-04; 24-25	July	10-11; 24-25
February	14-15; 28-29	August	14-15; 21-22
March	06-07; 20-21	September	04-05; 18-19
April	10-11; 17-18	October	02-03; 30-31
May	08-09; 29-30	November	13-14; 27-28
June	12-13; 26-27	December	04-05; 18-19

The Kaho'olawe Island Reserve (defined as the submerged lands and waters within two nautical miles of the island) is divided into two zones; Zones A and B. These zones are defined as:
Zone A: Includes the island of Kaho'olawe and all the submerged lands and waters between the shoreline of Kaho'olawe and the 30-fathom isobath surrounding Kaho'olawe (HAR 13-261). **Unauthorized entry into Zone A is prohibited at all times except in case of emergency.**
Zone B: All waters and submerged lands between the 30-fathom isobath surrounding Kaho'olawe and two nautical miles from the shoreline of the island. Unauthorized entry into Zone B is prohibited at all times except for trolling as authorized by KIRC on the days stipulated by the Open Waters Schedule as listed above or in case of emergency. Trollers must remain underway, making way at all times while in Zone B. **All other fishing, ocean recreation, and any other activities are strictly prohibited.**
Warning: Kaho'olawe and its surrounding submerged lands and waters contain unknown quantities of unexploded ordnance that are hazardous to public health and safety.
Authority: (H.R.S. §6k, H.A.R. §13-261)

Marine Events:
This section contains information of general concern to the mariner. All event forms must be received no later than noon on Tuesday a week prior to the event. Mariners are advised to use caution while transiting these areas.

HI ISLANDS - O'AHU – FIREWORKS DISPLAY
The Hilton Hawai'ian Village will be conducting a fireworks display in Waikiki on October 8, 2004 from 2000W – 2030W.

HI ISLANDS - O'AHU – FIREWORKS DISPLAY
Microsoft will be conducting a fireworks display in Duke Kahanamoku Beach on October 8, 2004 from 2130W – 2230W.

HI ISLANDS – MOLOKA'I – CANOE RACE
The Hawai'ian Canoe Racing Association will conduct the "Moloka'i Ho'e" canoe race off the waters of Hale O Lono on October 10, 2004 between 0700W – 1600W.

SECTION VIII - LIGHT LIST CORRECTIONS VOLUME VI: PACIFIC COAST & PACIFIC ISLANDS 2004
An Asterisk *, indicates the column in which a correction has been made to new information.

(1) Number	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
30460	Kwajalein-Bigel Junction Light N	08 44 19 N 167 43 45 E	**Fl (2+1) G** 6s	12	4	Green and red bands. *	40/04

SECTION IX – ADDITIONAL ENCLOSURES

Enclosure (1) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2004 (36th) Edition, Change No. 22
Enclosure (2) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2004 (36th) Edition, Change No. 23
Enclosure (3) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2004 (36th) Edition, Change No. 24
Enclosure (4) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2004 (36th) Edition, Change No. 25
Enclosure (5) U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 2004 (36th) Edition, Change No. 26

END OF CCGD 14 LOCAL NOTICE TO MARINERS NO. 40/04

C. D. WURSTER
Rear Admiral, U. S. Coast Guard
Commander, Fourteenth Coast Guard District

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 22.

Coast Pilot 7 36th 2004 Corrections

Page 454–Paragraph 71, lines 5-8; read:
winter boat storage are available. In April 2004, the channel leading from deep water in Nahcotta Channel to the basin had a controlling depth of 5 feet, thence depths of 4 to 6 feet were available in the basin except for lesser ...
(BP 184100)

Page 501–Paragraph 441, lines 2-4; read:
cannery, a boatbuilding plant, and the Alaska State Ferry Terminal Dock are on the N side of Post Point at **South Bellingham**. A seafood ...
(PS 37/98; NOS 18424)

Page 502–Paragraph 444, lines 13-15; read:
Squalicum Creek Waterway is marked by lighted buoys and a lighted range. I and J Street Waterway is marked by lights and buoys. Whatcom Creek Waterway is marked by a ...
(LL/04; NOS 18424)

Page 502–Paragraph 454, line 15 through Paragraph 459; read:
depths.)

Port of Bellingham, Whatcom International Shipping Terminal, Liquid Chemical Pier (48°44'35"N., 122°29'35"W.): berthing space, 195 feet (S side) and 400 feet (N side); depth alongside, 26 feet (N and S sides); deck height, 14 feet; overhead pipelines lead to storage tank farm at rear of facility with a capacity of 1¼ million gallons of caustic soda; shipment of caustic soda; owned and operated by Port of Bellingham.

Port of Bellingham, Whatcom International Shipping Terminal, Main Wharf (48°44'43"N., 122°29'39"W.): berthing space, 1,370 feet; depth alongside, 31 feet; deck height, 15½ feet; two electric belt conveyors with rates of 700 tons and 400 tons per hour; open storage for 40,000 tons of salt; an additional 11 acres of open storage is available with four of those used for wood chips; receipt and shipment of conventional general cargo; receipt of salt and wood chips; shipment of aluminum ingots, wood pulp, logs, and lumber; owned by Port of Bellingham and operated by Port of Bellingham and Bellingham Stevedoring Co.

Note: If a tug is not furnished, the use of anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.

Georgia-Pacific West, Bellingham Operations Wharf (48°44'56"N., 122°29'19"W.): berthing space, 1,400 feet; depth alongside, 36 feet (outer side), 18 feet (inner side); deck height, 16 feet, one fixed revolving crane and three mobile cranes up to 35 tons; conveyor system with a rate of 40,000 cubic feet per hour; four storage bins for wood chips with total capacity of 200 tons; two storage bins for hogged fuel with a total capacity of 100 tons; pipelines extend to storage tanks with 400,000 and 8 million gallon capacity; receipt of wood chips and hogged fuel; shipment of wood pulp, alcohol, and lignosite; owned and operated by Georgia Pacific West, Inc.

Note: Vessels docking with the assistance of a tug should use an anchor. Shoal water is at the NE end of the wharf.

Port of Bellingham, South Terminal Barge Dock (48°43'18"N., 122°30'34"W.): berthing space, 120 feet; depth alongside, 12 to 18 feet; deck height, 15 feet; handling supplies and equipment;

ENCLOSURE 1

owned and operated by Port of Bellingham.
(PS 37/98; NOS 18424)

Page 503-Paragraph 462, lines 11-15; read:
railway that can handle vessels up to 700 tons, 120 feet long or 34 feet wide for hull repairs. Another repair yard, at Squalicum Boat Harbor has a marine railway that can handle vessels up to 290 tons, 125 feet long or 24 feet wide for hull repairs. Several local machine ...
(PS 37/98)

Page 525-Paragraph 137, lines 6-8; read:
the waterway also receive deep-draft vessels. (See **33 CFR 207.750,** chapter 2, for regulations.)
(NOS/04)

Page 540-Paragraph 237, lines 2-6; read:
on Port Gardner and only the deep-draft facilities on those piers are described. For a complete description ...
(PS 37/98)

Page 540-Paragraph 237, line 14 through Paragraph 242, read:
wharves and electrical shore power is available at all except Hewitt Wharf. General cargo at the port is usually handled by ships' tackle. Special handling equipment, if available, is mentioned in the description of the particular facility.

Port of Everett, South Terminal, Berth No. 1 and Dolphin Berth (47°58'31"N., 122°13'38"W.): depth alongside, 39 to 40 feet; deck height, 20 feet; berthing space, 1,555 feet; 30 acres of paved open storage; receipt and shipment of conventional general cargo; shipment of logs; owned and operated by Port of Everett.

Port of Everett, Pacific Terminal Wharf (47°58'47"N., 122°13'25"W.): depth alongside, 40 feet; deck height, 18 feet; berthing space, 600 feet; 8 acres of open storage; receipt and shipment of conventional and containerized general cargo in foreign and domestic trade; receipt and shipment of lumber and steel products; owned and operated by Port of Everett.

Port of Everett, Hewitt Avenue Terminal, Pier No. 1 (47°58'42"N., 122°13'22"W.): depth alongside, 45 feet; deck height, 18 feet; berthing space, 140 feet (face), 600 feet (N side), 600 feet (S side); one 35-ton diesel crawler crane for handling containers; receipt and shipment of conventional and containerized general cargo; receipt and shipment of lumber and steel products; shipment of perishable food commodities; owned and operated by Port of Everett.

Port of Everett, Hewitt Wharf (47°58'47"N., 122°13'12"W.): depth alongside, 25 feet; deck height, 18 feet; berthing space, 830 feet; one 36,000-square foot refrigerated building; shipment of perishable food commodities; owned and operated by Port of Everett.

Port of Everett, Hewitt Avenue Terminal, Pier No. 3 (47°58'53"N., 122°13'16"W.): depth alongside, 40 feet; deck height, 19 feet; berthing space, 120 feet (face), 800 feet (S side), 900 feet (N side); 15 acres of open storage, 55,000-ton covered storage dome, one mobile pneumatic unloader (rate of 600 tons per hour), 35-ton diesel crawler crane; receipt and shipment of conventional general cargo; shipment of lumber and logs; receipt of alumina; owned and operated by Port of Everett.
(PS 37/98)

Page 578-Paragraph 163, line 7; read:
during the winter months. A marker with flashing white lights and the words "DANGER", "SHOAL" has been placed in the area of shoaling at the mouth of river in 19°43'24"N., 155°04'15"W. Mariners are advised to use caution ...

ENCLOSURE 1

(36/04 CG14)

Page 606-Paragraph 545,lines 5-8;
read:
the harbor are 8 to 20 feet. The approach to the channel is marked by lighted buoys and the channel is marked by private buoys, daybeacons, and a **013°30'** lighted range.
(LL/04; NOS 19369)

ENCLOSURE 1

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 23.

Coast Pilot 7 36th 2004 Corrections

Page 214–Paragraph 3733, insert after:

§334.938 Federal Correctional Institution, Terminal Island, San Pedro Bay, California; restricted area.

(a) *The area*. The waters of San Pedro Bay on the east side of Reservation Point extending 150 feet (50 yards), from the Federal Correctional Institution fence along the shore to the following stations:

Station	Latitude	Longitude
1	33°43'45.5"N	118°16'02.0"W
2	33°43'37.0"N	118°15'58.0"W
3	33°43'27.5"N	118°15'54.5"W

The stations will be marked by three special purpose buoys (white with an orange diamond in the center).

(b) *The regulations.* No person or vessel of any kind shall enter, navigate, anchor or moor within the restricted area without first obtaining the permission of the Warden, Federal Correctional Institution, Terminal Island. The regulations in this section shall be enforced by the U.S. Coast Guard, the Warden of the Federal Correctional Institution, Terminal Island, and such agencies and he/she may designate.

(33 CFR 334.938)

Page 234–Paragraph 21, lines 3-4; read:
navigable waters of the United States and within the 12-mile boundary of the U.S. territorial sea. (See ...

(CL 1398/04)

Page 234–Paragraph 22, line 3; read:
approaches to San Francisco; the system is mandatory.

(CL 1398/04)

Page 259–Paragraph 179, lines 7-9; read:
and regulations.) The Navy has implemented a protection barrier at the Naval Weapons Station in the bay. This barrier consists of alternating orange and white spherical buoys connected by wire rope. All boating traffic is required to stay within the small craft channel at all times.

In May 2003, the controlling depths were 36 feet at midchannel, 34 feet in the left outside quarter, and 30 feet in the right outside quarter to the turning basin, thence 33 feet in the basin. The channel ...

(CL 1001/04; BPs 181031-32)

Page 265–Paragraphs 289-290, read:

A **naval restricted area** is in the West Basin off the S shore of Terminal Island inside the jetty of the Naval Base Mole and a **restricted area** is off the E side of Reservation Point. (See **334.1 through 334.6** and **334.938** and **334.990**, chapter 2, for limits and regulations.)

A **regulated navigation area** has been established in the waters S of the Los Angeles-Long Beach breakwater encompassing the approaches to both Los Angeles and Long Beach harbors. (See **165.1 through 165.13** and **165.1109,** chapter 2, for limits and regulations.)

(NOS 18751; NOS 18749; 33 CFR 334.938)

Page 317–Paragraph 47, lines 2-5; read:
Service (VTS) is to coordinate the safe, secure, and efficient transit of vessels in San Francisco Bay including it's approaches and tributaries in an effort to prevent accidents with the possible

ENCLOSURE 2

associated loss of life, damage to property and the environment VTS also fully ...
(CL 1398/04)

Page 318-Paragraph 54, lines 1-7; read:
For detailed information about the VTS, go to the Coast Guard's VTS website at **www.uscg.mil/d11/vtssf.** The site contains links to the Users Manual, Communications Guide, Regulated Navigation Areas, and other information particularly useful to commercial and recreational mariners. Vessels ...
(CL 1398/04)

Page 318-Paragraph 55, lines 3-6; read:
Central Bay, Lower Bay, San Pablo Bay, Carquinez Strait, Suisun Bay, Sacramento River, and San Joaquin River. (See **165.1 through 165.13 and 165.1181 and 165.1182**, chapter 2, for limits and regulations.)
(CL 1398/04; 33 CFR 165.1181; 33 CFR 165.1182)

Page 354-Paragrph 498, read:

Coast Guard
Coast Guard Station Vallejo, about 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge, is on the E side of the strait.
(CL 1378/04)

Page 423-Paragraph 54, lines 9-13: Delete.
(CL 1399/04)

Page 423-Paragraph 56: Delete.
(CL 1399/04)

Page 424-Paragraph 70, lines 2-3; read:
Pilots for the river entrance, from the open sea in at least 30 fathoms of water to the easternmost wharf at Astoria, and by the Columbia River Pilots from the westernmost wharf at Astoria to the head of navigation on the Columbia or Willamette Rivers and their tributaries. The Columbia River Pilots ...
(CL 1399/04)

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 24.

Coast Pilot 7 36th 2004 Corrections

Page 424-Paragraph 71, lines 5-7; read:
advance by telephone or fax to the pilot office in Astoria, or by wire to BARPILOT ASTO: TWX 9104668014; ...
(CL 1399/04)

Page 424-Paragraph 71, lines 12-16; read:
causes, Columbia River Bar Pilots are to be notified no later than 4 hours before the original ETA expires. Failure to communicate in a timely manner directly to the Columbia River Bar Pilots may result in delay. Marine exchange, vessel agents and Columbia River Pilots ...
(CL 1399/04)

Page 424-Paragraph 71, lines 23-25; read:
placed to the Columbia River Bar Pilots office in Astoria, OR.
When ordering a Columbia River Bar Pilot, the following ...
(CL 1399/04)

Page 424-Paragraph 76, line 2 through Paragraph 77, line 2; read:
Pilots is accomplished by helicopter or boat. All vessels are required to contact Columbia River Bar Pilots via VHF channel 9, 13, or 16 as far in advance as possible of arrival time. The call sign for the Bar Pilot office is KOK-360. Vessels will be asked to confirm arrival time and are advised to call in again when 15 miles form the CR buoy via VHF channels 9 or 13. At that time vessels will be advised of pilot boarding instructions. The primary method of pilot boarding is by helicopter. The Bar Pilots also maintain one of 2 pilot boats on standby at all times. Vessels should not approach the CR buoy until advised by a pilot. While awaiting a pilot boarding by helicopter or pilot boat, vessels should stay within a marshalling area approximately 5 miles west of the CR buoy. Pilots boarding by helicopter will generally board within 4 to10 miles northwest to southwest of the CR buoy. Boarding by pilot boat generally takes place in the vicinity of the CR buoy.

Helicopter Transfer Procedures

General:
Operations will be in accordance with ICAO regulations and with the International Chamber of Shipping's Guide to Helicopter/Ship Operations rules. The pilot helicopter SEAHAWK is 42.7 feet long with a rotor span of 36 feet and has a blue and white body with the word PILOT prominently displayed on the side. Vessel configuration, sea state and wind force will determine if a hoist or landing will be conducted. To provide ...
(CL 1399/04)

Page 424-Paragraph 78 through Paragraph 81, line 4; read:

Communication:
1. The arriving vessel shall call in to Columbia River Bar Pilots on VHF channels 9 or 13 with course and speed information.
2. Pilot helicopter "SEAHAWK" will then be dispatched to the vessel with the Marine Pilot.
3. The arriving vessel must remain on VHF channel 9 for helicopter operations until the marine pilot is safely transferred and the helicopter has departed the area.

ENCLOSURE 3

Masters, prior to helicopter arrival must confirm the following:

(CL 1399/04)

Page 425-Paragraph 95 through Paragraph 103, read:

Pilot Boat Transfer Procedures:

If the arriving vessel is advised that the pilot boat be utilized for pilot transfer, one of two boats will be used, as follows:

The pilot boat CHINOOK is 72 feet long and has a yellow hull and yellow super structure with the word PILOT prominently displayed on the side of the house. The pilot boat COLUMBIA is 82 feet long and has a white hull and a white and orange superstructure with the word PILOT prominently displayed on the side of the house.

When CHINOOK is used, speed of the vessel should be 12 to 14 knots and the pilot ladder should be rigged 2 meters above the waterline. When the COLUMBIA is used, speed of the vessel should be 10 knots and the pilot ladder should be rigged 3 meters above the waterline. With either boat, the ladder should be rigged on the side indicated by the pilot boat, as close to midship as possible, with no manropes, and clear of all discharges and obstructions. The ladder must be rigged in accordance with SOLAS requirements, and must be well lighted at night. Manropes are required on outbound vessels.

When transferring pilots off Astoria, pilot boat ARROW 2 is used. It is 53 feet in length with a dark green hull and white superstructure. The word PILOT is prominently displayed on a signboard forward of the house. When using the ARROW 2, the pilot ladder should be rigged midship, 1 meter above the waterline, in accordance with SOLAS requirements. Maximum speed of the vessel should be 9 knots.

Inbound vessels with drafts of 36 feet or greater are requested to arrive at Astoria 2 hours prior to Astoria high tide in order to take advantage of tidal conditions. Outbound vessels with drafts of up to 36 feet but less than 38 feet can generally sail at any time, but occasionally sailing times must be delayed to avoid transiting the river during extremely low tides. Outbound vessels with drafts of 38 feet or greater must have sailing times set to take advantage of optimum tidal conditions.

Masters of vessels arriving at the Columbia River during a bar closure are advised to stand offshore at least 10 miles west of the Columbia River Approach Buoy "CR" and await instructions from the Columbia River Bar Pilots. Using the open roadstead in the vicinity of the Columbia River entrance as an anchorage is dangerous in any weather, and IS NOT recommended by the Columbia River Bar Pilots.

A fixed amber light is maintained by the Columbia River Bar Pilots atop the pilot office at Astoria. When this light is exhibited it will inform outward bound vessels that desire a Bar Pilot that the bar is not passable and that the vessel should remain in port.

(CL 1399/04)

Page 657-Paragraphs 153-154; read:

Vallejo (38°06'38"N., 122°16'12"W.) 2.5 miles above the entrance to Mare Island Strait just below the Vallejo-Mare Island causeway lift bridge.

(CL 1378/04)

ENCLOSURE 3

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 25.

Coast Pilot 7 36th 2004 Corrections

Page 643-Paragraph 2 through Paragraph 6, read:

National Wildlife Refuges, American Samoa

The National Wildlife Refuges of Rose Atoll (American Samoa), Howland Island, Baker Island, Jarvis Island, and Palmyra Atoll are administered by the U.S. Fish and Wildlife Service, Department of the Interior. The refuge boundaries extend outward to the 3-mile limit, except Palmyra Atoll with an outward boundary of 12 miles. Entry into the refuge without a permit is prohibited, except in an emergency. An entry permit is obtained from Refuge Manager, Hawai'ian/Pacific Islands National Wildlife Refuge Complex (see appendix, under Department of Interior (indexed as such), for address).

Chart 83484

The **Samoa Islands** (Navigator Islands) (13°25'S. to 14°30'S.; 168°00'W. to 173°00'W.) consists of two groups of islands, which are commonly referred to as **American Samoa** and **Western Samoa**. The islands comprising American Samoa are **Tutuila Island**, **Aunuu Island**, **Ofu Island**, **Olosega Island**, **Ta'u Island**, and **Rose Atoll**. Western Samoa comprises the islands of **Upolu Island** and **Savai'i Island**.

The Samoa Islands have been populated for 3,000 years, but known to the western world for little more than two centuries. American Samoa, the only U.S. territory S of the equator, consists of five rugged, highly eroded volcanic islands, and two coral atolls. The land area of the territory is 76 square miles. The islands have population of approximately 60,000, with most people living on the main island of Tutuila. Tuna fishing and canning are the major industries.

COLREGS Demarcation Lines

The lines established for U.S. Pacific Island Possessions are described in 80.1495, chapter 2.

Weather, Samoa Islands

The prevailing winds, or so-called trade winds, come from a direction more nearly E, blowing between ESE and NNE. They are fairly constant through the dry season, but during the wet season they are fitful, and are frequently broken by periods of calm. The islands lie within the typhoon area of the W Pacific. Typhoons occur from January to March, and occasionally up to the middle of April. The year divides itself distinctly, but not sharply into a dry season (May to November) and a wet season (November to April.) The wettest month, January, has a range of 5 to 65 inches of precipitation. The annual rainfall has also varied this much. The climate varies little from year to year, because of the great area of water surrounding the group. December is the hottest month, with an average excess of only about 2° over the mean temperature for July, the coldest month.

Caution

Caution should be exercised in the vicinity of American Samoa, as several Fish Aggregating Devices have been moored at off-lying, deep-water locations around Tutuila, and other positions around

ENCLOSURE 4

the group. The devices may drift off position, and/or concentrations of fishing vessels may be found in their vicinity. The devices are comprised of aluminum catamaran floats painted orange and white. Each device carries a white daymark, fitted with the letter designation of the device, and a flashing white light. The devices offer good radar returns.

Rose Atoll (14°33'S., 168°09'W.), the farthest E of the Samoa Islands, is nearly square in shape; its sides are about 1.5 miles in length. Sand Island, inside the reef on the N extremity, is merely a sand spot. A large clump of trees, 65 feet high, stands on Rose Atoll. There is a boat channel into the lagoon, close W of the N extremity of the reef. Rose Atoll is a U.S. National Wildlife Refuge. (See National Wildlife Refuges, this chapter.)

Tide-Currents

Tidal currents off Rose Atoll are reported to set NE and SW, with the SW or ebb current being the stronger.

The **Manua Islands** (14°13'S., 169°33'W.) consists of three islands, Ofu, Olosega, and Ta'u, which extend over an area of about 17 miles in an ESE-WNW direction. The islands are about 60 miles E of Tutuila. Ofu and Olosega are joined by a bridge. These islands are sparsely populated. The villages on the islands have only a few hundred people. There is a national park on Ofu and Ta'u.

Ta'u Island (14°15'S., 169°28'W.) is the farthest of the three islands which comprise the Manua Islands. The island is about 5.8 miles long E-W, is dome-shaped, and rises to a height of 3,170 feet. It is covered with vegetation. **Maafee Islet** is located close offshore, about 0.3 mile S of the W extremity of the island.

Ta'u Harbor (14°14.5'S., 169°30.6'W.), on the W shore, should only be entered by flat bottom boats; caution is advised. Currents and waves can push a vessel into the rock wall and reef groin. The channel is shallow due to sand accumulations. The harbormaster reported a depth of 4 to 5 feet at low tide. The dock is poorly maintained and should be avoided. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Faleasao Harbor (14°13.02'S., 169°30.10'W.) is located at the NW point of Ta'u Island. Severe storms have damaged the jetty and mariners are advised to avoid the jetty while transiting the channel. Numerous coral heads and a shallow bottom present a danger to navigation. The harbormaster reported a depth of 8 feet or less at low tide. Permission to enter the harbor along with directions must be obtained from the harbormater in Pago Pago Harbor.

Anchorage

Faleasau (Faleasao), on the NW side of the island, affords sheltered anchorage, in 14.5 fathoms, during the trade winds, but a vessel should be prepared to weigh anchor with any change. Anchorage may be obtained, in 13 fathoms, coral, 0.4 mile W of **Fitiuta Point**, the NE extremity of the island.

Caution

An area with a least depth of 22 fathoms, is about 1.3 miles W from the NW extremity of Ta'u Island. This area has experienced submarine volcanic action.

Tides-Currents

The tidal currents at the Faleasau anchorage flow SW on the ebb at 1 to 2 knots, and the flood flows NW at 1 to 2 knots.

Olosega Island (14°11'S., 169°37'W.), 6 miles NW of Ta'u Island, rises nearly perpendicular on its W side to a height of 2,095 feet. The coral reef surrounding the island consists of two regular shelves, one beyond the other. There is fair anchorage, except during the trade winds, in 18 fathoms, coral, S of the W extremity of Olosega Island, and in 14.5 fathoms, sand, NE of the W extremity of the island.

Ofu Island (14°11'S., 169°39'W.) is separated from Olosega Island by Asaga Strait, which is about 0.2 mile wide. Ofu Island is nearly 3 miles long in an E-W direction, and about 1.5 miles at its widest point. The island rises to 1,621 feet on its SE part. Two islets lie off the W side of the island. The coastal reef extends about 0.2 mile from Ofu Island to these islets. Lights are on the NW end of the island.

Ofu Harbor (14°09.8'S., 169°40.9'W.) is on the NW point of Ofu Island. Severe storms have filled in the harbor with sediment. The storms have also damaged the seawalls and mariners are advised to stay clear. Approach to dock is shallow with a reported depth of 10 feet by the harbormaster. Offloading and loading of cargo is not advised during high tide. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Tutuila Island (14°19'S., 170°42'W.) is about 17 miles long in an ENE-WSW direction, 5 miles wide, and rises to a height of 2,142 feet. A wooded mountain ridge extends nearly the entire length of the island and is extremely rugged, especially in the E. The N coast is bold and precipitous. The 100-fathom curve lies from 0.1 to 2.3 miles off the S coast, about 4.3 miles off the W extremity, and from 1.3 to 2.5 miles off the N coast. There are several shoal areas, especially off the S coast, which are best seen on the chart. The S coast of the island extends from **Cape Matatula**, the E extremity of the island, in a WSW direction about 14 miles to **Steps Point**, the S extremity, and then about 5.8 miles NW to **Cape Taputapu**, the W extremity. From **Cape Matatula** to **Matuli Point**, 1.5 miles S, the coast is fronted by a reef which extends about 0.1 mile offshore.

Tides-Currents

Currents near the coast set SSW, particularly with NE winds; velocities of 4 knots have been observed. Between Tutuila Island and Upolo Island (Western Samoa), a NW current with a velocity of less than 0.5 knot has been found to exist. A current setting SW from Cape Taputapu is said to produce overfalls.

Aunuu Island (14°17'S., 170°33'W.) is 0.7 mile SSE of Matuli Point. The island has two peaks, and there is a village at its W end. Lights are on the NE side and off the NW corner.

Aunuu Harbor is located on the west side of Aunuu Island. Aunuu Harbor is a feeder port for the island. Small boats from **Auasi Harbor** on Tutuila Island frequently transit between the islands. Mariners should be aware that the light off the NW corner of the island, near the harbor, marks the entrance and is on the S jetty, not the N jetty. Permission to enter the harbor along with directions must be obtained from the harbormaster in Pago Pago Harbor.

Caution

ENCLOSURE 4

A cable area extends across the channel between Aunuu and Tutuila Islands and is best seen on the chart; vessels should avoid anchoring in the vicinity. **Nafanua Bank**, with a least charted depth of 3½ fathoms, extends 1.5 miles in a SW direction from Aunuu Island. A rock, covered 1¾ fathom, is about 0.4 mile SSE of **Cape Fogausa**. A rock, covered 3 fathoms, is about 1.2 miles SW of Cape Fogausa between **Fagaitua Bay** and **Narragansett Passage**. The chart should be consulted for other depths.

Breakers Point (14°17.4'S., 170°39.8'W.), 3.5 miles WSW of Cape Fogausa, is the E entrance point to Pago Pago Harbor and is marked by a light. In 1989, discolored water was reported in the S approach to the harbor in about 14°22.2'S., 170°40.7'W. **Taema Bank**, with a least depth of 4 fathoms, lies about 1.6 miles SSE of the entrance to Pago Pago Harbor. The bank is about 2.3 miles long in an ENE-WSW direction and is marked on the W end by a lighted buoy. Narragansett Passage is between Taema Bank and Nafanua Bank to the E. There are several banks in the vicinity of the passage whose positions may best be seen on the chart. The passage is not recommended due to the age of survey.

Pago Pago Harbor (14°17'S., 170°40'W.), a natural harbor located on the S shore of Tutuila Island, is entered between Breakers Point and **Niuloa Point**. **Pago Pago**, on the NW side of the harbor is the largest village on the island and is the capital of American Samoa; it is the only port of entry for American Samoa. The village of **Utulei** is close SE of the government administration buildings, and the village of **Fagatogo** is close W of the same buildings.

Prominent Features

Easily identified landmarks include Aunuu Island; Steps Point, the S extremity of the island marked by a light; the sharp peak of **Matafao**, 2,142 feet high, 1.3 miles S of Pago Pago; the flat, dome shape of **North Pioa Mountain**, 1,718 feet high, on the E side of the harbor; and **Fatu Rock**, 102 feet high, 0.2 mile S of Niuloa Point. **Tauga Rock**, about 1 mile E of Breakers Point, is 89 feet high and prominent.

Routes

Vessels approaching from the E should pass about 2 miles E and 1.5 miles SE of Aunuu Island, thence a course of **256°** should be steered until **Breakers Point Light** (14°17'36"S., 170°39'48"W.) bears about **025°**, thence alter course to the N to pass W of Taema Bank. When clear of the bank, steer a NE course to intersect the entrance range, thence steer **342°** and enter the harbor the range. This range line passes E of **Whale Rock** and W of **Toasa Rock**. Vessels and deep-draft vessels approaching from the W or S should keep outside the 100-fathom line until reaching 14°21'S., 170°41.5'W., thence steer 025° to clear the W end of Taema Bank, then proceed as directed above. Mariners should stay way clear of Taema Bank. Locals have noted breakers over Taema Bank during rough weather.

Anchorage

There is good anchorage in the inner harbor, in 6 to 25 fathoms, mud and sand. The best anchorage for large vessels is at midchannel off the Main Dock. Vessels of 1,000gross tons or more should not anchor in less than 15¾ fathoms, as the harbor becomes narrow and there is no room to swing.

Dangers

ENCLOSURE 4

The shores of the harbor are fringed by reefs, which on the W and E sides of the entrance extend up to 0.3 mile offshore. In most parts the reefs are steep-to and their edges are marked by surf. The depths in the harbor are from 17 to 37 fathoms. A 10-fathom spot is outside the 20-fathom line, about 0.2 mile of Breakers Point. A dangerous submerged wreck is about 0.1 mile E of the spot. **Whale Rock**, covered 2 fathoms and marked by a lighted buoy on the E side and Toasa Rock covered 2 feet and marked by a buoy on the SW side, are the two principal dangers in the harbor.

Tides

The mean tidal range is 2.3 feet, while the spring range is 3 feet.

Pilotage

Pilotage is not compulsory, but is advisable; a pilot is available day or night. Pilotage fees are charged whether or not a pilot is used. It is recommended that large vessels request a pilot if docking in inclement weather. A radio request for a pilot should be made 24 hours prior to the ETA. The pilot prefers to embark close to the dock, but in good weather will embark off Fatu Rock. Entrance at night is not encouraged; however, if previous arrangements are made and weather permits, a pilot embark during hours of darkness. Port officials board incoming ships alongside the dock.

Harbormaster

Pago Pago Control and the harbormaster may be contacted on VHF-FM channel 16. Pago Pago Harbor Control also monitors 2182 kHz. Required notifications to the Officer in Charge, Marine Inspection and/or the Captain of the Port, Honolulu, may be made in American Samoa to:

U.S. Coast Guard Liaison Office,
American Samoa
P.O. Box 249
Pago Pago, American Samoa

Wharves

Station Wharf (Main Wharf), on the S side of the inner harbor, has depths of 5¼ to 6 fathoms alongside, however, in 1987, a vessel reported a least depth of 5 fathoms alongside. A deep draft container wharf, 787 feet long, is situated between Station Wharf and the oil dock. The oil dock has depths of 5¼ fathoms alongside. In 1992, Station Wharf and the oil dock were reported to be in poor condition. The customs pier has a depth of 1½ fathoms at the SW end and 3¾ fathoms at the NE end. The facilities on the N shore of the inner harbor are reserved for the fishing fleet serving the canneries.

From Pago Pago Harbor, the shore trends SW 6.8 miles to **Steps Point** (14°22.4'S., 170°45.6'W.) Midway along this stretch of shore, near the airport, a reef extends about 0.3 mile offshore; the sea breaks continuously on this reef.

The area W of Steps Point, including **Fagatele Bay**, was designated **Fagatele Bay National Marine Sanctuary** in 1986. Within the sanctuary lies a Paleo-tropical coral reef with close to 200 species of coral and several hundred species of fish. Due to the "no disturbance of the bottom" and "no take of invertebrates" prohibitions throughout the sanctuary, anchoring is discouraged. No discharges are permitted within the sanctuary boundary; boaters are asked to restrict any discharges near the mouth of the bay. Scuba divers should display a "diver down" flag when in the water. (See **15 CFR**

922.1 through 922.50 and **Subpart J**, chapter 2, for limits and regulations.)

The shore from Steps Point to **Papualoa Point**, about 2 miles NW, is formed partly by perpendicular rocks and partly by blocks of lava, which extend some distance seaward and upon which the sea breaks. **Leone Bay** is entered between Papualoa Point and **Fagaone Point**, and is open to the SSW. There is anchorage W of the village of **Leone**, in 15 to 20 fathoms, but it is dangerous when winds are from the S or SSW.

Cape Taputapu (14°19'S., 170°51'W.), the W extremity of Tutuila, lies 1.5 miles WNW of Fagaone Point. It is a mass of high, steep rocks, fronted by some rocky islets. **Taputapu Island** lies on the reef close SW of Cape Taputapu. The following banks, with the indicated least depths, lie in the approach to Cape Taputapu:

a. 14 fathoms – 3.3 miles SE.
b. 11 fathoms – 2.3 miles SSE.
c. 15 fathoms – 3.8 miles SW.
d. 18 fathoms – 3.5 miles W.

The N coast of Tutuila is described from E to W. From Cape Matatula to **Pola Island**, 6.5 miles W, the coast is indented by numerous bays. The coast then trends WSW 11 miles to Cape Taputapu. This coast is also indented with bays. **Aoa Bay** (14°15'S., 170°35.4'W.), affords anchorage, in 16 fathoms, midway between the entrance points. **Masefau Bay**, entered W of **Tiapea Point**, 1.5 miles W of Aoa Bay, affords anchorage, in 17 fathoms. The surrounding reefs and **Nuusetoga Island**, off the W entrance point, narrow the anchorage. **Afono Bay**, 1.5 miles W of Nuusetoga Island, is reported to provide good anchorage, in 14 fathoms, coral, except in N winds.

Pola Island (14°14'S., 170°40.2'W.), 1.5 miles NW of Afona Bay, is located off the N extremity of Tutuila Island. **Cockscomb Point**, the N extremity of Pola Island is formed by a ridge of rocks, which are high, indented, and steep. An area with a least depth of 13 fathoms is just over 1 mile ENE of Cockscomb Point and an area with a least depth of 15 fathoms is about 1.5 miles W of the point. **Fagasa Bay** is about 4 miles SW of Cockscomb Point. Anchorage, protected from the trades, can be had in 13 fathoms between the E and W points of the bay. Between Fagasa Bay and **Aoloau Bay**, 3 miles WSW, there are two small bays backed by mountains. Aoloau Bay affords good anchorage, in 14 fathoms in mid-bay, but vessels should be prepared to leave on short notice when the winds shift to the N. Aoloau Bay is small and surrounded by high mountains. A 12-fathom area is 1.5 miles NNE of Aoloau Bay. Similar depths are charted to a distance of 4.8 miles W of the 12-fathom depth. **Poloa Bay** (14°19'S., 170°50.6'W.), 4 miles SW of Aoloau Bay, affords good anchorage during E winds, in 16 fathoms, midway between the entrance points. Vessels should be prepared to leave on short notice when the wind shifts to the W. In this bay there is a 1 to 4 knot current that runs in a SW direction. Cape Taputapu is located close SW of Poloa Bay.

Chart 83116

Howland Island (0°48'N., 176°38'W.), **Baker Island** (0°12'N., 176°28'W.), and **Jarvis Island** (0°23'S., 160°01'W.) are National Wildlife Refuges (see National Wildlife Refuges, this chapter).

(CL 1401/04; CL 1423/04; LL/04; NOS 83484)

ENCLOSURE 4

Publication–National Ocean Service–U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, Hawaii, and Pacific Islands, 2004 (36th) Edition. Change No. 26.

Coast Pilot 7 36th 2004 Corrections

Page 257-Paragraph 145, read:

In March 2004, the controlling depths were 15.7 feet in the entrance (except for lesser depths along the S breakwater), thence 9.5 feet in the right half and 0.3 feet in the left half of the channel that leads WNW to the W basin; the channel to the E basin had a depth of 10.1 feet. The harbor is well protected from all sides.

(BP 183714)

Page 275-Paragraph 445, lines 5-14; read:

and the detached breakwater. In February–March 2004, a depth of 13.7 feet was available in both openings, giving the ends of the jetties a wide berth due to shoaling; the chart is the best guide, thence 12.5 feet in the entrance channel into the harbor just past Basins B and H, thence 10.0 feet to Basin E at the head of the harbor. The N and S ends of the detached ...

(BPs 183709-10)

Page 394-Paragraph 6, lines 18-23; read:

the E jetty.

In June 2004, the controlling depths were 10 feet in the entrance channel to the turning basin, thence 7 to 13 feet was available in the basin, thence 5 feet in the entrance to the SE basin; the barge slip had depths of 3 to 7 feet. An overhead power cable crossing the river ...

(BP 183864)

Page 397-Paragraph 60, lines 1-2; read:

In July 2004, depths along the E side of the wharf were 9 to 12 feet with lesser depths at the N end towards shore. Gasoline, diesel fuel, and water ...

(BP 184293)

Page 410-Paragraph 218, lines 8-10; read:

ramp at the head of the boat basin. In March 2004, the controlling depth was 8 feet (except for shoaling from 7 to 2 feet in the right outside quarter of the channel along the W breakwater.) Gasoline, ...

(BP 183700)

Page 411-Paragraph 231, lines 3-4; read:

feet; thence in March 2004, depths of 5 to 8 feet were available in the basin (except for lesser depths in the NE and SE corners.) In 1994, shoaling to 4 ...

(BP 183687)

Page 413-Paragraph 266, lines 2-10; read:

jetties. The N jetty extends about 650 yards offshore. An entrance channel crosses the bar and leads eastward between the jetties, thence the channel turns SE, about 0.9 mile above the seaward end of the N jetty, and continues to about 0.3 mile past Kincheloe Point, thence the channel turns eastward and leads to a turning basin just W of Miami Cove. An access channel leads N from the turning basin to a mooring basin at the town of Garibaldi.

In July 2004, the controlling depths were 18 feet in the entrance channel to the point where the channel turns SE, thence in July 2002-July 2004, 15 feet to Garibaldi Light 19, thence 9 feet along the N ...

(BP 183981; NOS 18558)

ENCLOSURE 5